
**NEW ORLEANS METROPOLITAN AREA
BICYCLE MASTER PLAN**

Prepared for:

**Regional
Planning
Commission**
Jefferson ■ Orleans
St. Bernard ■ St. Tammany
Parishes

Prepared by:

Cashio • Cochran • Torre/
DESIGN CONSORTIUM, LTD.

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CHAPTER I INTRODUCTION

Chapter I Introduction

Purpose of Study:

This study is prepared in an effort to determine the best and most direct bicycle commuter lines in the New Orleans Metropolitan area.

Bicycles provide a cost effective, energy conserving, mode of transportation for the work force, shoppers, students and tourists. The focus of this study is to determine where these bikeways are to be located to maximize their use and provide the best possible access for the general public. This is a conceptual study identifying principal bikeway corridors in the region. Detailed alignment and design will be prepared when funding is realized.

After highlighting points of interest and urban activity centers; such as office worker concentrations, universities, retail centers and recreational facilities, a network of bikeways has been recommended.

The most direct and accessible routes were selected. In some cases the commuter distance is great, and a direct unencumbered route with few, if any, stop signs makes the route more useful.

Study Methodology

With the assistance of a task force comprised of representatives from the City of New Orleans, Jefferson, and St. Bernard Parishes, Louisiana DOTD, the Regional Planning Commission and in consultation with the New Orleans Bicycle Awareness Committee, the bikeways were reviewed and explored.

Past studies and national, as well as local and regional, trends were reviewed and explored to determine the most efficient and accessible bikeways servicing the greatest number of possible users.

The proposed bikeways were traveled by several members of the task force to determine the potential hazards, and accessibility, as well as directness and proximity to commuter destinations. The majority of the bikeways proposed in this Master Plan are using existing vehicular facilities. The limited existing right-of-way in an old metropolitan area such as New Orleans established the need to use existing vehicular street patterns. The exceptions are the bike paths suggested for the Mississippi River levee or along the right-of-way of drainage canals that crisscross the metropolitan area.

Types of Bikeways

Three types of bikeways can be established:

1. **Bike Routes** - these bikeways will occur in roadways where the right-of-way does not allow enough room for striped lanes, or separate paths adjacent to vehicular lanes. These bike routes will be identified only by signs.
2. **Bike Lanes** - these bikeways are designated lanes on public roadways. They are typically four or five feet wide and are separated from traffic by a painted stripe. These are also signed.
3. **Bike Paths** - these bikeways have their own right-of-way, often along an abandoned railroad line, a river, a drainage canal or a utility easement. These are also signed.

All three types of bikeways are being recommended in this Master Plan. Bike paths separated from vehicular roadways are most common in suburban areas where the Mississippi River levee, drainage canals and utility easements provide ample space for bike paths.

At the other extreme, in the older parts of New Orleans where streets are narrow and operate at near capacity, only signed routes are being recommended. Several of these recommended bike routes are currently being utilized by students commuting to the universities in the Uptown area. Wherever possible bike lanes are being recommended. A combination of bike routes and bike lanes or all three types of bikeways are being recommended for some of the bikeways.

Existing Bike Parking New Orleans Central Business District

An important item discussed during our task force meetings was the need for bicycle parking at destination points. In many instances a major complaint was the lack of parking facilities, and the security problems associated with inadequate parking. It is being recommended that as part of the implementation plans when these bikeways are to be built, is to include parking as part of the implementation process. All destination points must provide adequate, visible, secure bicycle parking if the bikeway is to be successful.

The following is a survey of bicycle parking in the New Orleans Central

Business District. This survey was prepared by the New Orleans Bicycle Awareness Committee in May of 1993.

Destination points lacking bicycle parking facilities:

- Aquarium of the Americas
- Custom House
- Place St. Charles
- Rivergate
- YMCA Downtown
- Plaza Towers
- U.S. Post Office (for Public)
 - Main Branch
 - Bienville Branch
- Charity Hospital (for Public)
- City Hall
- State Office Building
- Hale Boggs Building (for Public)
- Federal Court Building (for Public)
- Intercontinental Hotel
- Pan American Life Building
- Superdome
- New Orleans Centre Shopping Mall
- Canal Street Ferry - Park and Ride Services
- Contemporary Arts Center

The following is a list of bicycle parking locations with established rack systems in the Central Business District:

Riverwalk Mall	At arcade entrance to Spanish Plaza. Outside, but under roof. No real supervision; free access
World Trade Center	Up river wing, left side of entrance. Partially protected by fence and overhang. Outside; free access; visible to guard.
Canal Place	Rear parking riverside; under building. No supervision; possible easy theft area. Meant for employees; rarely used. Outside; free access.
Canal Place	At Iberville entrance to shopping mall. Outside on sidewalk; exposed to weather. Free access; heavily used.

Hilton Hotel	At employee entrance on Conventional Blvd. Camera monitor; employees only; outside. Used by about 1 % of staff.
Lykes Building	At South Peters side; outside. Within view of retail shops; free access. Mainly for delivery/errand runners. Somewhat well-used; sidewalk location. Employees cannot bring bikes into building.
Texaco	In parking garage; supervised. Employees only; protected.
Hale Boggs Federal Office Building	In Magazine Street parking garage; guarded. Limited access; heavily used. Mainly meant for federal workers.
Crowne Plaza Holiday Inn	Designated metal railing at Espresso Cafe. Tchoupitoulas Street side; outside; exposed. Used heavily by employees.
Windsor Court Hotel	At delivery entrance; 2 hooks on wall. Supervised by guard; used by employees.
Marriott Hotel	Rear of ground parking area railing. Employees only; protected; limited access.
Pere Marquette Office Building	In parking garage; by permission. On fence; supervised; free; protected.
One Shell Square Office Building	Freight area Perdido Street side; protected. Limited supervision; crowded; well-used. Free access; camera monitored.
Downtown Holiday Inn Loyola Avenue	Fence next to parking attendant booth. Used by employees; supervised; protected. Free access; crowded.
Hyatt Hotel	At employee's entrance; employees only. Heavily used; well-guarded and monitored. Protected from weather.
US Post Office	On 1st floor ramp employee parking garage. Free access; patrolled; camera monitored. Protected; not feasible for public use. Well-used and encouraged. A rear fence on LaSalle is also used.

City Hall	Displaced due to construction. Poydras location; outside; unprotected. Free access; always in use. Other stationary objects used as well.
Mobile Office Building	Outside courtyard; free access; no guard. Poorly used; mainly for delivery errands.
LSU Medical School Charity Hospital	Protected parking lot; outside. Free access; heavily used; unprotected. Gravier Street side entrance. Must inquire for rack location.
Tulane U Medical Parking Garage	At entrance to LaSalle Street side. Protected; camera monitored; free access. Very heavily used.
City Library	Loyola Street side; outside; free access. Visible from windows; no guard. Unique rack system.
1555 Poydras Office Building	Magnolia Street side parking garage; guarded. Fenced; near guard booth; protected. Free access.

**CHAPTER II
BIKEWAY
NARRATIVE
DESCRIPTION**

Chapter II Bikeway Narrative Description

The proposed bikeways as indicated in Plate No. 1 are described as follows:

EAST JEFFERSON PARISH

Lake Pontchartrain Levee Path

This bike path along the Lake's levee will serve as the continuation of the Pontchartrain Path, the 'Ring Around the Lake'. This leg of the Ring is recommended for improvements to a partially existing bike path along the Lake's levee in Jefferson Parish. It links the St. Charles Parish/Jefferson Parish line to the Jefferson Parish/Orleans Parish line at the Seventeenth Street Canal.

ST. CHARLES PARISH/JEFFERSON PARISH LINE

This bike path along the hurricane protection levee running north-south that separates Jefferson and St. Charles parishes, will link the Ring Around the Lake path coming along the Mississippi River levee from LaPlace in St. Charles Parish to the Jefferson Parish line to the Lake Pontchartrain Path.

JEFFERSON PARISH MISSISSIPPI RIVER LEVEE PATH

This path that is currently being planned by the Corps of Engineers in New Orleans will connect the Ring Around the Lake path along the Mississippi River levee to Audubon Park in New Orleans.

HARAHAN TO LAKE PONTCHARTRAIN

This north/south bikeway is a combination of bike routes through residential areas along Rural Street in Harahan to a bike path along the Soniat Canal/Louisiana Power and Light (LP&L) easement to LaFrenier Park across Veterans Memorial Highway and Interstate 10 to a bike route again along Wilson Street connecting to the Lake Pontchartrain Path along the Lake's levee.

AIRLINE HIGHWAY

This much needed east/west bikeway through the center of East Jefferson Parish can become a bike path if the abandoned rail corridor can incorporate a bike path. Current plans to establish a rapid rail system along the corridor connecting the New Orleans International Airport to the Central Business District could prevent this path from becoming reality.

It is recommended that a bike path be studied as part of the rapid rail system to avoid the establishment of a bike route along Airline Highway.

This bikeway will connect the north/south bikeway along the Soniat Canal to the north-south bikeway along the Orleans/Jefferson Parish line.

BONNABEL/METAIRIE ROAD

This bikeway starts at the Bonnabel Boat Launch at Lake Pontchartrain and the Pontchartrain bike path and goes south to Metairie Road. It then takes Metairie Road east to the Orleans Parish line. It will continue as part of Orleans Parish Bikeway to City Park and/or Banks Street. These will be described later in the text.

SEVENTEENTH STREET CANAL/MONTICELLO

This north/south bikeway connects the Lake Pontchartrain path in the north at Bucktown following the Seventeenth Street Canal to the Interstate 10 Service Road to Rosa/Canal Streets to get under Interstate 10. It picks up the South Service Road of Interstate 10 to Lake Avenue to Carrollton Avenue to Orpheum Street to Metairie Road. It jogs at Metairie Road to Friedricks to Monticello Street to Airline Highway. After crossing Airline Highway it picks up along the Seventeenth Street Canal in the vicinity of Cold Storage Road to Jefferson Highway. After crossing Jefferson Highway it follows the levee along the Orleans Waterworks Plant to the Mississippi River levee and the associated bike path.

WEST JEFFERSON PARISH

OLD GRETNA - BAYOU SEGNETTE STATE PARK

This Bikeway connects the Jackson Avenue Ferry landing in Old Gretna to Louisiana Highway 18, crosses the Harvey Canal and jogs over to Fourth Street. It follows Fourth Street through Marrero and Westwego to Louisiana Avenue. The bikeway then follows Louisiana Avenue south to Bayou Segnette State Park.

OLD GRETNA - FAIRFIELD CANAL - DONNER CANAL

This bikeway connects the Jackson Avenue Ferry along a bike route that takes Gretna Avenue to Eleventh Street where it jogs over to Derbigny - South and Dolhonde - North. These are each one-way streets therefore the bike route has to be separated. Once the West Bank Expressway is crossed it jogs over to Claire Street and over to the Fairfield Canal in the vicinity of St. Cletus School. A bike path then follows the Fairfield Canal to Bayou Fatima. The path continues along Bayou Fatima banks to the

Outfall Canal at the Jefferson Parish/Plaquemines Parish line to the Donner Canal. The Donner Canal runs along Holmes Boulevard, past Oakwood Shopping Center and into Burmaster extension back to Old Gretna.

BAYOU SEGNETTE/JEAN LAFITTE/HARVEY CANAL

This bikeway is being proposed along the hurricane protection levee from Westwego to the Harvey Canal passing Jean Lafitte National Park's Barataria Unit. A study is currently being prepared by the National Park Service for the Corps of Engineers to determine the feasibility of a path along this levee system. This levee is partly constructed and will require years to stabilize prior to a bike path being built.

LOUISIANA AVENUE/ST. CHARLES PARISH LINE

This low priority bikeway continues the Old Gretna/Bayou Segnette Bikeway along the Mississippi River levee from Louisiana Avenue through Bridge City, past Avondale Shipyards to the St. Charles Parish line.

ORLEANS PARISH EAST BANK

LAKESHORE DRIVE/BAYOU SAUVAGE

This bikeway goes along Lakeshore Drive from the Jefferson Parish line and West End Park to the Seabrook Bridge. After crossing the Industrial Canal it passes Lakefront Airport to the Lake's levee and on to Bayou Sauvage National Wildlife Refuge. It is the continuation of the Ring Around the Lake and connects to Highway 90 in New Orleans East along an existing levee within the Sauvage Wildlife Refuge. U.S. Highway 90 to the Rigolets is the eastern connection of the Pontchartrain Path - Ring Around the Lake.

NASHVILLE AVENUE/JEFFERSON DAVIS PARKWAY/WISNER BOULEVARD

This bikeway running north-south connects Uptown New Orleans to the Lakefront. It passes several institutions of higher learning and connects Audubon Park, City Park, and Lakeshore Drive. It is recommended as a combination of bike lanes, bike routes, and a bike path running along City Park and Bayou St. John.

ST. CHARLES AVENUE TO THE CENTRAL BUSINESS DISTRICT

This bikeway can accommodate a bike lane along St. Charles Avenue from the Mississippi River Levee at Carrollton to Louisiana Avenue. At Louisiana Avenue it will jog over to Prytania Street and onto the Central

Business District via Camp and Magazine Streets. A spur off of this bikeway from Prytania along Jackson Avenue will provide access to the Jackson Avenue Ferry and Gretna on the West Bank.

METAIRIE ROAD/CITY PARK AVENUE/ESPLANADE AVENUE

This bikeway picks up at the Jefferson/Orleans Parish lines as a continuation of the Bonnabel/Metairie Road bikeway in Jefferson Parish. It provides access from Mid-City to the Central Business District and links to Delgado College, Fairgrounds and the Esplanade Ridge.

METAIRIE ROAD/BANKS TO CENTRAL BUSINESS DISTRICT

This centrally located bikeway is a spur off of the Metairie Road bikeway connecting Old Metairie to the New Orleans Regional Medical Center and onto the Central Business District via Banks Street. This will initially be a signed bike route since the narrow streets do not provide sufficient space within the roadway for a striped bike lane.

FRANKLIN AVENUE TO VIEUX CARRE

This north-south bikeway connects the Lakefront to the Vieux Carre along Franklin Avenue. This commuter route will access the University of New Orleans and Southern University of New Orleans to Bywater and the eastern edge of the Central Business District.

READ BOULEVARD/EASTERN NEW ORLEANS LOOP

This bikeway will connect the Lakefront in Eastern New Orleans via Read Boulevard to Lake Forest Boulevard, the Louisiana Nature Center, Lake Forest Mall and several medical facilities in the area. It will connect to Almonaster-Old Gentilly Road via Crowder Boulevard in the west and the I-510 Service Road in the East.

ALMONASTER/OLD GENTILLY ROAD

This bikeway will provide a link from Eastern New Orleans to the Central Business District via Old Gentilly Road-Almonaster and connecting to the Franklin Avenue bikeway near Galvez Street. This bikeway will also complete the loop running along the Lake Pontchartrain levee-Bayou Sauvage, and provides an alternate inner city link to the Pontchartrain Path - Ring Around the Lake bikeway. The vehicular lanes of the old L & N rail bridge will provide the necessary crossing over the Industrial Canal.

DECATUR/POLAND TO LOWER NINTH WARD

This bikeway connects the Central Business District to the Lower Ninth

Ward and onto the St. Bernard Parish line.

ORLEANS PARISH WEST BANK

CANAL STREET FERRY TO CHALMETTE FERRY

This bikeway is being proposed as a link between the two ferry systems along the Mississippi River levee. It will have to use Patterson Street in Algiers to avoid the Coast Guard Station. A spur on Woodland and Tullis Streets will tie this bikeway to the Old Gretna-Fairfield Canal-Donner Canal bikeway previously described in the West Jefferson Parish Narrative Descriptions.

WOODLAND TO LOWER COAST ALGIERS

This bikeway is a spur off of the previously described Woodland/Tullis loop. It will provide access via General DeGaulle from Woodland over the Intracoastal Waterway to Louisiana Highway 406 south to English Turn subdivision and the Audubon Institute's Species Survival Center. This bikeway will also complete a loop to the Belle Chasse Ferry in Plaquemines Parish.

ST. BERNARD PARISH

ORLEANS PARISH LINE/LOUISIANA HIGHWAY 39

This bikeway picks up the Lower Ninth Ward bikeway at the Orleans Parish Line running on the Mississippi River Levee to the Chalmette Battlefield. It continues as a bike path through Chalmette wherever possible. There are several industries that will impede the bike path along the levee. At those points St. Bernard Highway will have to be used. Once past the industries the River levee can provide a bike path south to Violet and onto St. Bernard State Park. Near the park the bikeway can continue on the lower Plaquemines Parish line.

FRISCOVILLE/PATRICIA/GENIE

This bikeway corridor creates a loop through St. Bernard Parish connecting the previously described bikeway going from the Mississippi River in Arabi north on Friscoville to Patricia. At Patricia it runs east as a signed bike route through this residential area past Jean Lafitte Street where a spur bikeway going south on Jean Lafitte accesses the Chalmette Battlefield. After passing Jean Lafitte Street, Patricia changes to Genie where the bike route through a residential area provides access to Palmisano Street. At Palmisano the bikeway connects to Judge Perez Drive. The continuation of the Genie bikeway

south to Colonial will be in the future as Genie is developed, and the opportunity exists to create a bike path or at least a striped bike lane as part of the development of Genie Street.

JUDGE PEREZ DRIVE

This bikeway corridor can be developed as striped bike lanes along this relatively busy commuter roadway. It links governmental, cultural and commercial activity along Judge Perez Drive from the Jean Lafitte spur south to Colonial Drive.

PLAQUEMINES PARISH

WOODLAND/LOUISIANA HIGHWAY 39

This bikeway is the completion of a loop from the Orleans Parish line in Algiers to the St. Bernard Parish line in Poydras. It connects Woodland to the Belle Chasse Ferry. After crossing the ferry it continues on Louisiana Highway 39 to the St. Bernard Parish line.

LOWER COST ALGIERS/BELLE CHASSE FERRY

This bikeway continues the lower coast of Algiers bike path along the Mississippi River levee from the Orleans Parish line at Audubon's Species Survival Center to the Belle Chasse Ferry at Louisiana Highway 23 and onto Woodland.

**CHAPTER III
PRIORITIZED
BIKEWAYS**

Chapter III Prioritized Bikeways

Priority One

- Jefferson Parish Mississippi River levee path to Audubon Park
- Lake Pontchartrain levee path from the St. Charles/Jefferson Parish line to the Bayou Sauvage National Wildlife Refuge
- Harahan to Lake Pontchartrain (East Jefferson north-south route)
- Old Gretna-Bayou Segnette State Park
- Decatur/Poland to Lower Ninth Ward
- Nashville Avenue/Jefferson Davis Parkway/Wisner Boulevard (Orleans north-south route)
- Canal Street Ferry to Chalmette Ferry
- St. Charles Avenue to Central Business District and Jackson Avenue to Ferry
- Franklin Avenue to Vieux Carre

Priority Two

- Old Gretna-Fairfield-Donner Canal
- Airline Highway
- Bonnabel/Metairie Road
- St. Charles Parish/Jefferson Parish line
- Metairie Road/City Park Avenue/Esplanade Avenue
- Metairie Road/Banks to Central Business District
- Read Boulevard/Eastern New Orleans Loop
- Friscoville/Patricia/Genie
- Judge Perez Drive

Priority Three

- Almonaster/Old Gentilly Road
- Orleans Parish line/Louisiana Highway 39
- Seventeenth Street Canal/Monticello
- Bayou Segnette/Jean Lafitte/Harvey Canal
- Louisiana Avenue/St. Charles Parish line
- Woodland to Lower Coast Algiers
- Woodland/Louisiana Highway 39
- Lower Coast Algiers/Belle Chasse Ferry
- Continuation of Genie Street in St. Bernard Parish to Colonial Drive

**CHAPTER IV
FUNDING AND
IMPLEMENTATION**

Chapter IV Funding and Implementation

Recent legislation, the Clean Air Act and the Intermodal Surface Transportation Efficiency Act (ISTEA), have created an increase in the interest in bikeway corridor planning all around the country.

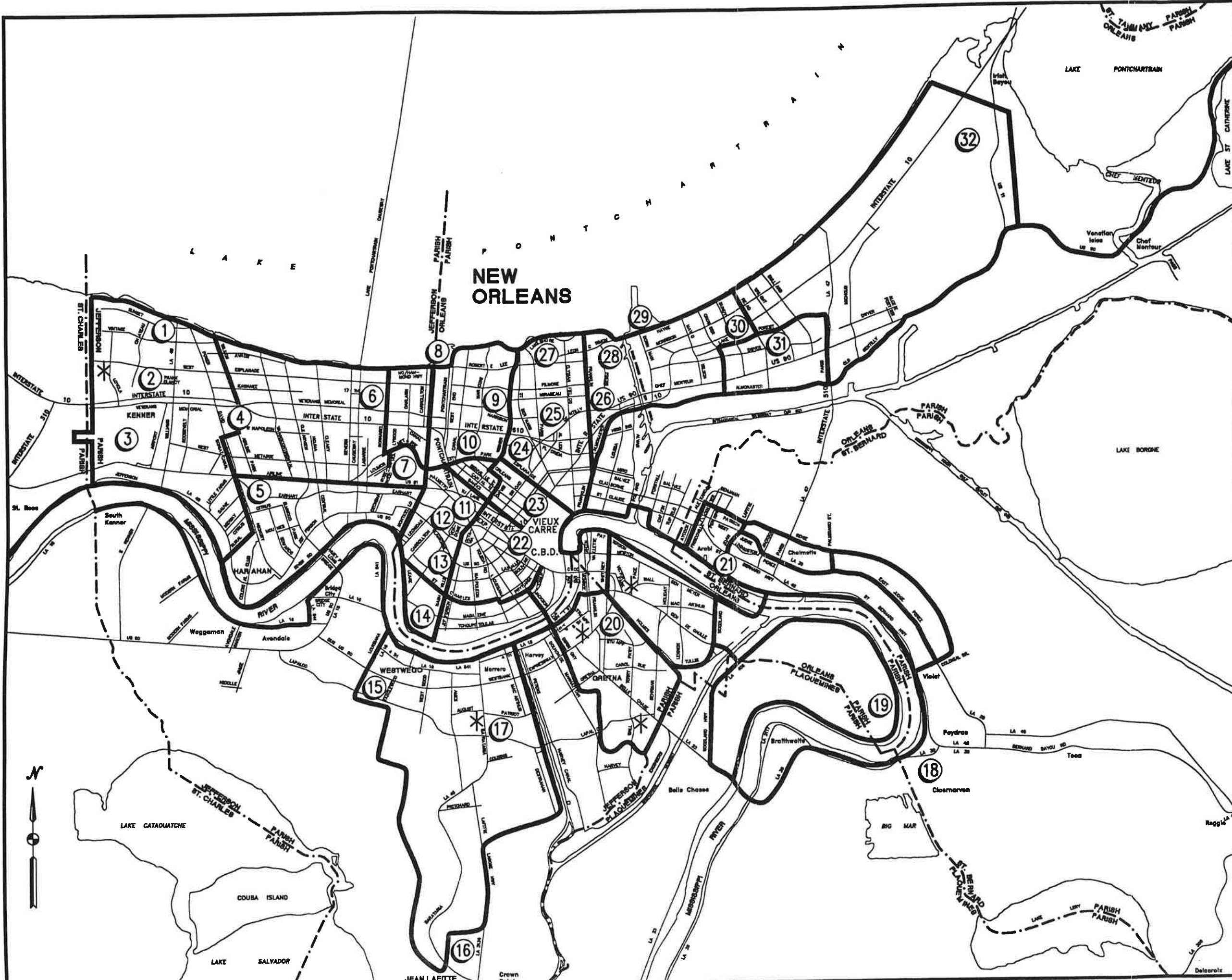
The non-motorized transportation section of the Clean Air Act recommends the construction of bikeways and programs to encourage bicycle travel as one-way to reduce air pollution. ISTEA's provisions for transportation enhancement activities target more money for bikeways and related projects than has ever been available to local agencies before.

These funds are available to communities that have adopted bikeway master plans as part of their planning activity. It is the responsibility of each community to apply for these funds in order to implement the proposed bikeways. Once the bikeway plan is adopted, whenever improvements are made to a roadway that has been designated as a bikeway corridor, the community can implement that bikeway utilizing transportation enhancement funds or local Surface Transportation Program (STP) funds.

It is imperative that municipalities, parishes, and communities pursue these funds if the bikeway corridor master plan is to be successful. This master plan is not intended to be an overnight occurrence, but rather an evolving tool to work toward a comprehensive, usable alternate mode of transportation.

NEW ORLEANS METROPOLITAN AREA BIKEWAY MASTER PLAN

PLATE No. 1



- BIKEWAYS
- — POINTS OF INTEREST
- 1 — PONTCHARTRAIN CENTER
- 2 — ESPLANADE MALL
- 3 — N.O. INT. AIRPORT
- 4 — LAFRENIERE PARK
- 5 — PROP. BASEBALL STADIUM
- 6 — METAIRIE C.B.D.
- 7 — METAIRIE PLAYGROUND
- 8 — WEST-END PARK
- 9 — CITY PARK
- 10 — DELGADO COLLEGE
- 11 — XAVIER UNIVERSITY
- 12 — NOTRE DAME SEMINARY
- 13 — TULANE/LOYOLA UNIVERSITIES
- 14 — AUDUBON PARK
- 15 — BAYOU SEGNETTE STATE PARK
- 16 — JEAN LAFITTE NATIONAL PARK
- 17 — BELLE-PROMENADE MALL
- 18 — ST. BERNARD STATE PARK
- 19 — AUDUBON INS. SPECIES SURVIVAL CENTER
- 20 — OAKWOOD SHOP. CENTER
- 21 — CHALMETTE BATTLE FIELD
- 22 — LA. SUPERDOME / N.O. R.M.C.
- 23 — L. ARMSTRONG PARK
- 24 — FAIRGROUNDS
- 25 — DILLARD UNIVERSITY
- 26 — BAPTIST SEMINARY
- 27 — U.N.O.
- 28 — S.U.N.O.
- 29 — LAKEFRONT AIRPORT
- 30 — LAKE FOREST MALL
- 31 — NATURE CENTER
- 32 — BAYOU SAUVAGE NATIONAL WILDLIFE REFUGE

* PARK & RIDE LOTS